APPENDIX A
HB495 PROJECT QUALIFICATION CHECKLIST

Date: October 6, 2018 **Person Reviewing:** Andrea Darling

Project Location: The 80-acre Gallatin Forks FAS is located on the Gallatin River along Nixon Gulch Road, approximately 2 miles north of Manhattan, Montana and approximately 10 miles northwest of Belgrade in Gallatin County. The proposed project site is located at SE1/4 Section 27, Township 2 North, Range 3 East.

Description of Proposed Work: Gallatin County proposes to replace Nixon Bridge on the Gallatin River and realign Nixon Gulch Road to access the bridge in order to meet the public's needs for increased safety and bridge capacity. The proposed realigned road, and gabion wall would cross Gallatin Forks FAS, which will then require reconfiguration and improvement of the current FAS facilities. Proposed developments include: an improved gravel parking area; a gravel boat launch; a pedestrian river access; a concrete vault latrine; boundary fencing; and informational signs.

The following checklist is intended to be a guide for determining whether a proposed action or improvement is of enough significance to fall under 23-1-110 rules. (Please check all that apply and comment as necessary.)

[ ] A. New roadway or trail built over undisturbed land?
Comments: A new roadway would be built over previously disturbed land.

[ ] B. New building construction (buildings <100 sf and vault latrines exempt)?
Comments: No new construction.

[X] C. Any excavation of 20 c.y. or greater?
Comments: Yes, for realignment of Nixon Gulch Road, retaining wall, bridge, and parking area.

[X] D. New parking lots built over undisturbed land or expansion of existing lot that increases parking capacity by 25% or more?
Comments: The parking area will increase capacity by about 25% partially over undisturbed land.

[ ] E. Any new shoreline alteration that exceeds a doublewide boat ramp or handicapped fishing station?
Comments: No shoreline alterations.

[ ] F. Any new construction into lakes, reservoirs, or streams?
Comments: No new construction into the Gallatin River.

[ ] G. Any new construction in an area with National Registry quality cultural artifacts (as determined by State Historical Preservation Office)?
Comments: A cultural resource specialist surveyed the site and SHPO will be contacted.

[ ] H. Any new above ground utility lines?
Comments: No new utility lines.

[ ] I. Any increase or decrease in campsites of 25% or more of an existing number of campsites?
Comments: No campsites will be constructed.

[ ] J. Proposed project significantly changes the existing features or use pattern, including effects of a series of individual projects?
Comments: No, the used pattern will remain the same.

If any of the above are checked, HB 495 rules apply to this proposed work and should be documented on the MEPA/HB495 CHECKLIST. Refer to MEPA/HB495 Cross Reference Summary for further assistance.

APPENDIX B

ENVIRONMENTAL SUMMARY REPORT
MONTANA NATURAL HERITAGE PROGRAM
Montana Species of Concern in the Vicinity of Gallatin Forks Fishing Access Site

Species of Concern Terms and Definitions

A search of the Montana Natural Heritage Program (MNHP) element occurrence database (http://nris.mt.gov) indicates occurrences of bald eagle within the proposed project site. No other occurrences of federally ranked, or considered for ranking, animal or plant species have been found within the vicinity of the proposed project site. The search indicated that westslope cutthroat trout, great blue heron, veery, sage thrasher, golden eagle, bobolink,and greater short-horned lizard, Montana animal Species of Concern, have been observed in or near the proposed project site. In addition, annual Indian paintbrush, Rocky Mountain twinpod, and alkali-marsh ragwort, Montana plant Species of Concern, have been observed within 2 miles of the proposed project site. More information on these species is included below.

Montana Species of Concern. The term **"Species of Concern"** includes taxa that are at-risk or potentially at-risk due to rarity, restricted distribution, habitat loss, and/or other factors. The term also encompasses species that have a special designation by organizations or land management agencies in Montana, including: Bureau of Land Management Special Status and Watch species; U.S. Forest Service Sensitive and Watch species; U.S. Fish and Wildlife Service Threatened, Endangered and Candidate species.

Status Ranks (Global and State)

The international network of Natural Heritage Programs employs a standardized ranking system to denote global (**G** -- range-wide) and state status (**S**) (Nature Serve 2003). Species are assigned numeric ranks ranging from 1 (critically imperiled) to 5 (demonstrably secure), reflecting the relative degree to which they are "at-risk". Rank definitions are given below. A number of factors are considered in assigning ranks -- the number, size and distribution of known "occurrences" or populations, population trends (if known), habitat sensitivity, and threat. Factors in a species' life history that make it especially vulnerable are also considered (e.g., dependence on a specific
Pollinator).

U.S. Fish and Wildlife Service (Endangered Species Act)- Terms and Definitions

LE. Listed endangered: Any species in danger of extinction throughout all or a significant portion of its range.
LT. Listed threatened: Any species likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.
C. Candidate: Those taxa for which sufficient information on biological status and threats exists to propose to list them as threatened or endangered.
DM. Recovered, delisted, and being monitored - Any previously listed species that is now recovered, has been delisted, and is being monitored.
BGEPA. The Bald and Golden Eagle Protection Act of 1940 (BGEPA) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald or golden eagles,

including their parts, nests, or eggs. The BGEPA provides criminal and civil penalties for persons who take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle ... [or any golden eagle], alive or dead, or any part, nest, or egg thereof.

MBTA. The Migratory Bird Treaty Act (MBTA) implements four treaties that provide for international protection of migratory birds. The statute's language is clear that actions resulting in a "taking" or possession (permanent or temporary) of a protected species is a violation of the MBTA.

BCC. Birds of Conservation Concern 2008. The 1988 amendment to the Fish and Wildlife Conservation Act mandates the U.S. Fish and Wildlife Service to identify species, subspecies, and populations of all migratory nongame birds that, without additional conservation actions, are likely to become candidates for listing under the Endangered Species Act

Status Ranks	
Code	**Definition**
G1 S1	At high risk because of extremely limited and/or rapidly declining numbers, range, and/or habitat, making it highly vulnerable to global extinction or extirpation in the state.
G2 S2	At risk because of very limited and/or declining numbers, range, and/or habitat, making it vulnerable to global extinction or extirpation in the state.
G3 S3	Potentially at risk because of limited and/or declining numbers, range, and/or habitat, even though it may be abundant in some areas.
G4 S4	Uncommon but not rare (although it may be rare in parts of its range), and usually widespread. Apparently not vulnerable in most of its range, but possibly cause for long-term concern.
G5 S5	Common, widespread, and abundant (although it may be rare in parts of its range). Not vulnerable in most of its range.

FWP SWAP. Under the Montana 2015 State Wildlife Action Plan, individual animal species **a**re assigned levels of conservation need. **Species of Greatest Conservation Need (SGCN)** are species whose needs be specifically addressed through broad or finescale actions. However, some species' populations have declined so far or are so specialized, that conservation strategies aimed at **Focal Areas** or **Community Types of Greatest Conservation Need (CTGCN**) may not be effective.

MONTANA PLANT AND ANIMAL SPECIES OF CONCERN

IN THE VICINITY OF
GALLATIN FORKS FISHING ACCESS SITE

1. Oncorhvnchus clarkii lewisi (Westslope Cutthroat Trout)

Vertebrate animal- Fish — *Habitat- Mountain Streams, Rivers, Lakes*

Natural Heritage Ranks
State: **S2**
Global: **G4T3**

Federal Agency Status:
U.S. Fish and Wildlife Service:
U.S. Forest Service**: Sensitive**
U.S. Bureau of Land Management: **Sensitive**

FWP SWAP: **SGCN2**

Element Occurrence data was reported of Westslope Cutthroat Trout within the project area.

2. Haliaeetus leucocephalus (Bald Eagle)

Montana Special Status Species
Vertebrate animal- Bird — *Habitat -Riparian Forest*

Natural Heritage Ranks
State: **S4**
Global: **G5**

Federal Agency Status:
U.S. Fish and Wildlife Service: **DM; BGEPA; MBTA; BCC10; BCC11, BCC17**
U.S. Forest Service: **Sensitive**
U.S. Bureau of Land Management: **Sensitive**

FWP CFWCS Tier: **2**

Element Occurrence data was reported of bald eagle within the project area.

3. Ardea herodias (Great Blue Heron)

Vertebrate animal- Bird — *Habitat -Riparian Forest*

Natural Heritage Ranks
State: **S3**
Global: **G5**

Federal Agency Status:
U.S. Fish and Wildlife Service:
U.S. Forest Service**:**
U.S. Bureau of Land Management:

FWP SWAP: **SGCN3**

Element Occurrence data was reported of great blue heron within the project area.

4. Catharus fuscescens **(Veery)**

Vertebrate animal- Bird — *Habitat- Riparian Forests*

Natural Heritage Ranks
State: **S3B**
Global: **G5**

Federal Agency Status:
U.S. Fish and Wildlife Service:
U.S. Forest Service**:**
U.S. Bureau of Land Management:

FWP SWAP: **SGCN3**

Element Occurrence data was reported of veery within 1 mile of the project area.

5. Oreoscopies montanus **(Sage Thrasher)**

Vertebrate animal- Bird — *Habitat- Riparian Mixed Conifer Forests*

Natural Heritage Ranks
State: **S3B**
Global: **G4**

Federal Agency Status:
U.S. Fish and Wildlife Service: **MBTA; BCC10; BCC17**
U.S. Forest Service**:**
U.S. Bureau of Land Management: **Sensitive**

FWP SWAP: **SGCN3**

Element Occurrence data was reported of brown creeper within 1 mile of the project area.

6. **Aquila chrysaetos (Golden Eagle)**
   Montana Special Status Species
   Vertebrate animal- Bird — *Habitat –Cliffs Near Prairie and Open Woodland*
   Natural Heritage Ranks — Federal Agency Status:
   State: **S3** — U.S. Fish and Wildlife Service: **DM; BGEPA; MBTA;**
   Global: **G5** — **BCC17**
   U.S. Forest Service:
   U.S. Bureau of Land Management: **Sensitive**
   FWP SWAP: **SGCN3**

   Element Occurrence data was reported of golden eagle within the project area.

7. **Dolichonyx orzivorus (Bobolink)**
   Vertebrate animal- Bird — *Habitat- Moist Grasslands*
   Natural Heritage Ranks — Federal Agency Status:
   State: **S3B** — U.S. Fish and Wildlife Service:
   Global: **G5** — U.S. Forest Service:
   U.S. Bureau of Land Management:
   FWP SWAP: **SGC3**

   Element Occurrence data was reported of greater bobolink within 1 mile of the project area.

8. Phrynosoma hernandesi (Greater Short-horned Lizard)
   Invertebrate animal- Reptile — *Habitat- Open Conifer Forests and Adjacent Grasslands*
   Natural Heritage Ranks — Federal Agency Status:
   State: **S3** — U.S. Fish and Wildlife Service:
   Global: **G5** — U.S. Forest Service**: Sensitive**
   U.S. Bureau of Land Management: **Sensitive**
   FWP SWAP: **SGCN3**

   Element Occurrence data was reported of western skink within 2 miles of the project area.

9. **Castilleja exilis (Annual Indian Paintbrush)**
   Vascular Plant — *Habitat: Alkatine Meadows*
   Natural Heritage Ranks — Federal Agency Status:
   State: **S3** — U.S. Fish and Wildlife Service:
   Global: **G5T5** — U.S. Forest Service**:**
   U.S. Bureau of Land Management:

   Element Occurrence data was reported of Annual Indian paintbrush within 2 miles of the project area.

10. **Physaria saximontana var. dentata (Rocky Mountain Twinpod)**
    Vascular Plant — *Habitat: Moderate to High Elevation Rocky Slopes*
    Natural Heritage Ranks — Federal Agency Status:
    State: **S3** — U.S. Fish and Wildlife Service:
    Global: **G3T3** — U.S. Forest Service**:**

U.S. Bureau of Land Management:

Element Occurrence data was reported of Rocky Mountain Twinpod within 2 miles of the project area.

11. Senecio hydrophilus (Alkali-marsh Ragwort)

Vascular Plant — *Habitat: Wet Meadows*

Natural Heritage Ranks
State: **S3**
Global: **G5**

Federal Agency Status:
U.S. Fish and Wildlife Service:
U.S. Forest Service**:**
U.S. Bureau of Land Management:

Element Occurrence data was reported of shining flatsedge within 2 miles of the project area.

APPENDIX C

TOURISM REPORT

MONTANA ENVIRONMENTAL POLICY ACT (MEPA) & MCA 23-1-110

The Montana Department of Fish, Wildlife and Parks has initiated the review process as mandated by MCA 23-1-110 and the Montana Environmental Policy Act in its consideration of the project described below. As part of the review process, input and comments are being solicited. Please complete the project name and project description portions and submit this form to:

Jan Stoddard, Bureau Chief Industry Services and Outreach
Montana Office of Tourism and Business Development- Commerce
301 S. Park Ave.
Helena, MT 59601

Project Name: Gallatin Forks Fishing Access Site Bridge Realignment Project

Project Description: Gallatin County proposes to replace Nixon Bridge on the Gallatin River and realign Nixon Gulch Road to access the bridge in order to meet the public's needs for increased safety and bridge capacity. The proposed realigned road, and gabion wall would cross Gallatin Forks FAS, which will then require reconfiguration and improvement of the current FAS facilities. Proposed developments include: an improved gravel parking area; a gravel boat launch; a pedestrian river access; a concrete vault latrine; boundary fencing; and informational signs. Gallatin Forks FAS provides an important access point on the Gallatin River for boaters and floaters, providing strategic access between existing FAS's.

1. Would this site development project have an impact on the tourism economy?
   NO YES If YES, briefly describe:

   Yes, as described, the project has the potential to positively impact the tourism and recreation industry economy if properly maintained. The opportunity to fish Montana waters and native Montana fish populations is marketed to destination visitors from around the world, as well as in-state travelers, and the Gallatin River offers unparalleled recreational opportunities. The proposed developments would increase access, as well as improve important amenities (vault latrine, parking, and informational signage).

2. Does this impending improvement alter the quality or quantity of recreation/tourism opportunities and settings?
   NO YES If YES, briefly describe:

   These improvements are critical to the safety, usability, and long-term sustainability for outdoor recreation, including non-resident visitors. We are assuming the agency has determined it has necessary funding for the on-going operations and maintenance once this project is complete.

Signature *Jan Stoddard* Date: 10/9/18

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APPENDIX D

MONTANA FISH, WILDLIFE AND PARKS
BEST MANAGEMENT PRACTICES
10-02-02
Updated May 1, 2008

I. ROADS

A. Road Planning and location

1. Minimize the number of roads constructed at the FAS through comprehensive road planning, recognizing foreseeable future uses.
    a. Use existing roads, unless use of such roads would cause or aggravate an erosion problem.
2. Fit the road to the topography by locating roads on natural benches and following natural contours. Avoid long, steep road grades and narrow canyons.
3. Locate roads on stable geology, including well-drained soils and rock formations that tend to dip into the slope. Avoid slumps and slide-prone areas characterized by steep slopes, highly weathered bedrock, clay beds, concave slopes, hummocky topography, and rock layers that dip parallel to the slope. Avoid wet areas, including seeps, wetlands, wet meadows, and natural drainage channels.
4. Minimize the number of stream crossings.
    a. Choose stable stream crossing sites. "Stable" refers to streambanks with erosion-resistant materials and in hydrologically safe spots.

B. <u>Road Design</u>

1. Design roads to the minimum standard necessary to accommodate anticipated use and equipment. The need for higher engineering standards can be alleviated through proper road-use management. "Standard" refers to road width.
2. Design roads to minimize disruption of natural drainage patterns. Vary road grades to reduce concentrated flow in road drainage ditches, culverts, and on fill slopes and road surfaces.

C. <u>Drainage from Road Surface</u>

1. Provide adequate drainage from the surface of all permanent and temporary roads. Use outsloped, insloped or crowned roads, installing proper drainage features. Space road drainage features so peak flow on road surface or in ditches will not exceed their capacity.
    a. Outsloped roads provide means of dispersing water in a low-energy flow from the road surface. Outsloped roads are appropriate when fill slopes are stable, drainage will not flow directly into stream channels, and transportation safety can be met.
    b. For insloped roads, plan ditch gradients steep enough, generally greater than 2%, but less than 8%, to prevent sediment deposition and ditch erosion. The steeper gradients may be suitable for more stable soils; use the lower gradients for less stable soils.
    c. Design and install road surface drainage features at adequate spacing to control erosion; steeper gradients require more frequent drainage features. Properly constructed drain dips can be an economical method of road

surface drainage. Construct drain dips deep enough into the sub-grade so that traffic will not obliterate them.

2. For ditch relief/culverts, construct stable catch basins at stable angles. Protect the inflow end of cross-drain culverts from plugging and armor if in erodible soil. Skewing ditch relief culverts 20 to 30 degrees toward the inflow from the ditch will improve inlet efficiency.
3. Provide energy dissipators (rock piles, slash, log chunks, etc.) where necessary to reduce erosion at outlet of drainage features. Cross-drains, culverts, water bars, dips, and other drainage structures should not discharge onto erodible soils or fill slopes without outfall protection.
4. Route road drainage through adequate filtration zones, or other sediment-settling structures. Install road drainage features above stream crossings to route discharge into filtration zones before entering a stream.

D. Construction/Reconstruction

1. Stabilize erodible, exposed soils by seeding, compacting, riprapping, benching, mulching, or other suitable means.
2. At the toe of potentially erodible fill slopes, particularly near stream channels, pile slash in a row parallel to the road to trap sediment. When done concurrently with road construction, this is one method to effectively control sediment movement and it also provides an economical way of disposing of roadway slash. Limit the height, width and length of these "slash filter windrows" so not to impede wildlife movement. Sediment fabric fences or other methods may be used if effective.
3. Construct cut and fill slopes at stable angles to prevent sloughing and subsequent erosion.
4. Avoid incorporating potentially unstable woody debris in the fill portion of the road prism. Where possible, leave existing rooted trees or shrubs at the toe of the fill slope to stabilize the fill.
5. Place debris, overburden, and other waste materials associated with construction and maintenance activities in a location to avoid entry into streams. Include these waste areas in soil stabilization planning for the road.
6. When using existing roads, reconstruct only to the extent necessary to provide adequate drainage and safety; avoid disturbing stable road surfaces. Consider abandoning existing roads when their use would aggravate erosion.

E. <u>Road Maintenance</u>

1. Grade road surfaces only as often as necessary to maintain a stable running surface and to retain the original surface drainage.
2. Maintain erosion control features through periodic inspection and maintenance, including cleaning dips and cross-drains, repairing ditches, marking culvert inlets to aid in location, and clearing debris from culverts.
3. Avoid cutting the toe of cut slopes when grading roads, pulling ditches, or plowing snow.
4. Avoid using roads during wet periods if such use would likely damage the road drainage features. Consider gates, barricades or signs to limit use of roads

during wet periods.

II. RECREATIONAL FACILITIES (parking areas, campsites, trails, ramps, restrooms)

A. Site Design

1. Design a site that best fits the topography, soil type, and stream character, while minimizing soil disturbance and economically accomplishing recreational objectives. Keep roads and parking lots at least 50 feet from water; if closer, mitigate with vegetative buffers as necessary.
2. Locate foot trails to avoid concentrating runoff and provide breaks in grade as needed. Locate trails and parking areas away from natural drainage systems and divert runoff to stable areas. Limit the grade of trails on unstable, saturated, highly erosive, or easily compacted soils
3. Scale the number of boat ramps, campsites, parking areas, bathroom facilities, etc. to be commensurate with existing and anticipated needs. Facilities should not invite such use that natural features will be degraded.
4. Provide adequate barriers to minimize off-road vehicle use

B. Maintenance: Soil Disturbance and Drainage

1. Maintenance operations minimize soil disturbance around parking lots, swimming areas and campsites, through proper placement and dispersal of such facilities or by reseeding disturbed ground. Drainage from such facilities should be promoted through proper grading.
2. Maintain adequate drainage for ramps by keeping side drains functional or by maintaining drainage of road surface above ramps or by crowning (on natural surfaces).
3. Maintain adequate drainage for trails. Use mitigating measures, such as water bars, wood chips, and grass seeding, to reduce erosion on trails.
4. When roads are abandoned during reconstruction or to implement site-control, they must be reseeded and provided with adequate drainage so that periodic maintenance is not required.

III. RAMPS AND STREAM CROSSINGS

A. Legal Requirements

1. Relevant permits must be obtained prior to building bridges across streams or boat ramps. Such permits include the SPA 124 permit, the COE 404 permit, and the DNRC Floodplain Development Permit.

B. Design Considerations

1. Placement of boat ramp should be such that boats can load and unload with out difficulty and the notch in the bank where the ramp was placed does not encourage bank erosion. Extensions of boat ramps beyond the natural bank can also encourage erosion.
2. Adjust the road grade or provide drainage features (e.g. rubber flaps) to reduce the concentration of road drainage to stream crossings and boat ramps. Direct drainage flow through an adequate filtration zone and away from the ramp or crossing through the use of gravel side-drains, crowning (on natural surfaces) or

30-degree angled grooves on concrete ramps.

3. Avoid unimproved stream crossings on permanent streams. On ephemeral streams, when a culvert or bridge is not feasible, locate drive-throughs on a stable, rocky portion of the stream channel.
4. Unimproved (non-concrete) ramps should only be used when the native soils are sufficiently gravelly or rocky to withstand the use at the site and to resist erosion.

C. Installation of Stream Crossings and Ramps

1. Minimize stream channel disturbances and related sediment problems during construction of road and installation of stream crossing structures. Do not place erodible material into stream channels. Remove stockpiled material from high water zones. Locate temporary construction bypass roads in locations where the stream course will have a minimal disturbance. Time the construction activities to protect fisheries and water quality.
2. Where ramps enter the stream channel, they should follow the natural streambed in order to avoid changing stream hydraulics and to optimize use of boat trailers.
3. Use culverts with a minimum diameter of 15 inches for permanent stream crossings and cross drains. Proper sizing of culverts may dictate a larger pipe and should be based on a 50-year flow recurrence interval. Install culverts to conform to the natural streambed and slope on all perennial streams and on intermittent streams that support fish or that provide seasonal fish passage. Place culverts slightly below normal stream grade to avoid culvert outfall barriers. Do not alter stream channels upstream from culverts, unless necessary to protect fill or to prevent culvert blockage. Armor the inlet and/or outlet with rock or other suitable material where needed.
4. Prevent erosion of boat ramps and the affected streambank through proper placement (so as to not catch the stream current) and hardening (riprap or erosion resistant woody vegetation).
5. Maintain a 1-foot minimum cover for culverts 18-36 inches in diameter, and a cover of one-third diameter for larger culverts to prevent crushing by traffic.

APPENDIX E

LWCF Section 6(f) Concurrence Memorandum

STATEPARKS.MT.GOV MONTANA FWP THE OUTSIDE IS IN US ALL.

MEMORANDUM

To: Allan Kuser
FAS Coordinator

From: Tom Reilly 8/31/18
Assistant Administrator
Montana State Parks

Date: August 31, 2018

RE: LWCF Section 6(f) Concurrence – No Impact
Gallatin Forks FAS (Nixon Bridge)
North of Manhattan, MT

Thanks for the opportunity to review and comment on the Nixon Bridge project at the Gallatin Forks Fishing Access Site (FAS). Gallatin Forks FAS is encumbered with federal Land and Water Conservation Fund (LWFC) dollars and is a 6(f) designated outdoor recreation site near Manhattan. The FAS offers many outdoor recreation opportunities for visitors and is well maintained.

As Montana's designated administrator for the Land and Water Conservation Fund Program, from the details outlined in your May 29, 2018 email and a follow-up inspection conducted by Seth McArthur, we concur with your assessment that the current project does not meet the requirements which would trigger mitigation for a 6(f)(3) conversion of use. The proposed project will enhance the public's recreational opportunities, improve the parking area, and result in a new boat launch at the site. There is no loss of land or public recreation opportunities. In fact, this project will be an improvement the public will benefit from in perpetuity. Please be sure to contact us for further evaluation should there be changes to the project other than as outlined to-date.

Thanks for your efforts in making Montana's FAS's great again, preserving Montana's LWCF outdoor recreation estates. If there are any questions, please feel free to contact Seth McArthur at 444-3753.

APPENDIX F
Gallatin Forks FAS Cultural Resources Inventory and Assessment

Cultural Resource Survey and Assessment:

NIXON BRIDGE – TWO MILES NORTH OF MANHATTAN (24GA0393)
GALLATIN COUNTY, MONTANA

Report prepared for
Stahly Engineering & Associates, Inc.
851 Bridge Drive, Suite 1
Bozeman, Montana 59715

By

Jon Axline

June 25, 2018

Cultural Resource Survey and Assessment
Nixon Bridge – 2 Miles North of Manhattan
Gallatin County, Montana

Introduction

Gallatin County intends to replace the historic Nixon Bridge (24GA0393) at Milepost 2.2 on Nixon Gulch Road in Gallatin County. The bridge is located about two miles north of the City of Manhattan. The bridge is in the SW1⁄4 SE1⁄4 of Section 27, T2N, R3E. The Nixon Bridge is located at the confluence of the Gallatin and West Gallatin rivers. The bridge would be replaced by Gallatin County using non-federal funding sources. The project does not fall under parameters of Section 106 of the National Historic Preservation Act or of the Montana Antiquities Act. It does fall under the provisions of the Montana Department of Commerce's Treasure State Endowment Program (TSEP).

The cultural resource survey was conducted in accordance with the federal and state regulations regarding the recordation and protection of prehistoric and historic cultural heritage sites. The survey included all cultural resource properties constructed before 1969 located within the Area of Potential Effect (APE) for the project.

On June 12, 2018, Stahly Engineering retained Jon Axline, a private cultural resource consultant to conduct the cultural resource survey and complete the mitigation document for the bridge. He conducted the cultural resource survey on June 24, 2018. All prehistoric and historic sites constructed before 1969 within the designated survey corridor were recorded, mapped and photographed by Axline. Research and report preparation was by Axline.

Management Summary

A windshield and pedestrian survey was conducted within the Area of Potential Effect (APE) for this project (Figure 1). The project area is centered on Nixon Gulch Road from Milepost 2.15 to Milepost 2.35 and encompassed the Nixon Bridge. On the southeast side of the bridge, the Montana Department of Fish, Wildlife and Parks maintains the Nixon Bridge Fishing Access Site (FAS). The cultural resource survey was conducted in an area between the roadway and the West Gallatin River south of the FAS and to a corridor 100 ft. in width on the west side of Nixon Gulch Road. On the north side of the bridge, no cultural resource survey was conducted because the road is sandwiched between exceedingly steep bluffs on the north and by the East Gallatin River on the south. A narrow strip of vegetation lines the road between it and the river. It is on a steep grade that has been disturbed by road maintenance (Figure 3).

The vegetation within the survey area is riparian, very lush, and very dense on the south side of the bridge. The survey area is characterized by Cottonwood (narrow and broadleaf), mountain ash, juniper, and willow trees. The riparian vegetation and standing water in the borrow ditches along the roadway prevented any kind of pedestrian survey within the proposed impact area. Ground visibility was poor (0%) on the south side of the bridge. The only open area was within the FAS. No archaeological materials were found within the survey areas.

One historic property is located within the survey corridor: the Nixon Bridge (24GA0393). The bridge was determined eligible for listing in the National Register of Historic Places on May 7,

1985. Extensive documentation of the bridge has been prepared for Gallatin County and Stahly Engineering. A copy of the Historic Property Record form is included with this report.

Figure 1. Aerial photograph of the Nixon Bridge cultural resource survey area.

Physical Setting

The project area is in the Gallatin Valley of southwestern Montana. The valley is delineated by the Madison and Gallatin mountain ranges on the south, the Bridger Mountains to the northeast, and by the Tobacco Root and Elkhorn Mountains on the west. The Big Belt Mountains are visible to the north of the Gallatin Valley. The eastern end of the fertile east-west trending valley is drained by the east and west forks of the Gallatin River. Numerous creeks and irrigation ditches also drain the valley near the MDT project area. The project area is located at the confluence of the east and west Gallatin rivers about two miles north of Manhattan. The area encompassing the Nixon Bridge is rural with scattered residences and farmsteads within a mile of the bridge.

Figure 2. Overview of cultural resource survey area. View to the north.

Methodology

The MDT historian initiated the survey with a search of the Cultural Resources Information Systems (CRIS) and Cultural Resources Annotated Bibliographic System (CRABS) files at the Montana State Historic Preservation Office (SHPO) in Helena. The file search revealed only the Nixon Bridge (24GA0393) within and near the APE.

Archival holdings at the Montana Department of Transportation and the Montana Historical Society were examined for information regarding the project area. County histories, reminiscences, newspaper articles, city-county directories, land tract books, the U.S. census and other records were also perused for information regarding the project area. The General Land Office (GLO) records were viewed at www.glorecords.blm.gov. The County Commissioner Meeting Minutes books at the Gallatin County Courthouse in Bozeman were also researched for this project.

One historic property constructed before 1968 within the Area of Potential Effect for this project was inventoried and recorded on a Montana Historic Property Record form. The form is on file at the Montana State Historic Preservation Office (SHPO) in Helena and at the Environmental Services Bureau of the Montana Department of Transportation (MDT) also in Helena.

Figure 3. Overview of cultural resource survey area. View to the southwest.

Historical Overview

Members of the Lewis and Clark Expedition were the first Euro-Americans to describe the Gallatin Valley on July 27, 1805. After Meriwether Lewis described the physical characteristics of the headwaters of the Missouri River, he noted that the valley "opens suddenly to extensive and beatifull [sic] plains and meadows which appear to be surrounded in every direction with

distant and lofty mountains ....” The expedition rested at the headwaters for a couple days to let the men recoup their strength and to allow Captain Clark to recover from an illness, possibly caused by constipation, before continuing on their journey to the Pacific Ocean. Approximately half the men of the expedition returned to the Three Forks in July 1806 on their return to St. Louis (Moulton 4, 2002: 434, 437; DeVoto 1953: 167-168).

On July 13, 1806, Captain William Clark and ten other members of the expedition split from the Corps of Discovery at the Three Forks of the Missouri River with the intention of exploring the Gallatin and Yellowstone River valleys. Despite the wordy reports he made of the territory before arriving at the Three Forks and again once he reached the Yellowstone Valley, Clark’s description of this portion of the Gallatin Valley is meager. He did comment on the “beautifull [sic] level plain Covered with low grass,” but also complained about the plethora of beaver dams along the Gallatin River that rendered the passage eastward through the valley difficult. His closest approach to the project area occurred on July 14th when the party passed the mouth of Bozeman Creek (about six miles northeast of the project area) before crossing what would later be known as Bozeman Pass (Moulton 8, 2002: 181-182).

The Lewis and Clark Expedition’s reports of abundant beaver in the valley drew trappers to the area within just a few years. In 1810, Andrew Henry established a small fort, Three Forks Post, at the Three Forks of the Missouri. The post was open only a short time before hostile Blackfeet Indians forced Henry to abandon it. By the early 1830s, the Gallatin Valley was well known to the mountain men of the Rocky Mountain Fur Company and the American Fur Company. By then, however, much of the abundant beaver reported by Clark twenty-five years before had been trapped out. The recalcitrant Blackfeet had also been devastated by Small Pox, which made Euro-American activities in the Gallatin Valley somewhat safer. The Fort Laramie Treaty of 1851 designated the valley as a common area, open to all the tribes of the northern Rockies and Great Plains (Burlingame 1942: 33, 48; Smith 1996: 31-32).

In July 1862, prospectors discovered rich placer gold deposits on Grasshopper Creek in southwestern Montana. The discovery caused a stampede to the new diggings and spawned the founding of Bannack on the bench adjacent to the creek. Word of the discovery came at just the right time. The placer mines in Colorado and Idaho were just about “played out,” with the result that large numbers of transient men were in the region looking for new gold strikes and had no real desire to return to the “States” which was then caught up in the Civil War. As the good claims on Grasshopper Creek were taken, however, prospectors fanned out across the region in search of new bonanzas. Even richer gold discoveries were made on Alder Creek in 1863 and Last Chance and Confederate gulches in 1864. The ensuing stampedes resulted in the establishment of Virginia and Nevada cities, Helena, and Diamond City. The central location of the Gallatin Valley and its fertile soil made it ideally situated to provide livestock and agricultural products to the mining camps (Burlingame 1942: 85, 87-88, 90-91; Malone, et al. 1991: 65, 67, 233).

Within a few months of the discovery of gold on Grasshopper Creek, a group of Missouri speculators scouted out the location for a new, agricultural-based community near the Three Forks of the Missouri. In early 1863, 25 settlers from Bannack platted Gallatin City on the Madison River just above the mouth of the Gallatin about five miles west of the overpass. The

settlers believed the area looked good for livestock and hay production. By early 1864, Gallatin City consisted of fifty or sixty, mostly unoccupied, log houses – not an auspicious start for a community that was touted by its founders as the "San Francisco of a northern Eldorado." Indeed, one early visitor to Gallatin City claimed it was "not one of the cities toward which people gravitate." Despite its position as a county seat, the presence of a river ferry, and the establishment of a flour mill, Gallatin City could not compete with the new settlement of Bozeman, 30 miles to the east. By 1876, Gallatin City was a ghost town (Smith 1996: 48, 49-50, 65, 110; Bates 1994: 87; Burlingame 1942: 341).
5
In 1864, William Beall and Daniel Rouse founded a settlement at the western terminus of the Bozeman Trail. The trail's blazers, John Bozeman and John Jacobs intended the route to serve as a shortcut between the Overland Trail and the mining camps in southwestern Montana. Unfortunately, opposition to the trail by the Lakota and Northern Cheyenne Indians effectively closed it down in 1867. The Fort Laramie Treaty of 1868 officially closed the contested Bozeman Trail to non-Indians. Despite that, Bozeman city prospered in the 1860s. Its central location and fertile soil made the valley the territory's first significant agricultural area with Bozeman as the primary trading settlement. Bozeman was also the site of several flour mills. The community's existence was assured in 1867 with the establishment of Fort Ellis just east of Bozeman and in 1883 with the arrival of the Northern Pacific Railway. Bozeman continued to grow and prosper after the State of Montana decided to locate an agricultural college (now Montana State University) there in 1893. Bozeman owes much to the valley in which its located. As the city (now the fourth largest city in Montana) continues to grow, much of that growth has occurred to the west into areas that were once dominated by agriculture. Accordingly, the area now consists of a mixture of farms and residences (*Montana Place Names* 2009: 29).

Manhattan originated as a station on the Northern Pacific Railway in 1883. In 1884, the British-owned Moreland Ranch Stock Company established its headquarters at the station and christened it Moreland. Seven years later, the Manhattan Malting Company arrived and encouraged farmers in the area to raise malting hops for breweries throughout the region and the world. The town was renamed Manhattan for the next 14 years, it and its sister communities of Amsterdam and Churchill prospered. Prohibition effectively killed the malt industry from 1918 to 1933. Consequently, area farmers began raising other crops. Manhattan continued to thrive as an agricultural trade and shipping center with access to the Northern Pacific and Milwaukee Road railroads (*Montana Place Names* 2009: 168; Spritzer 1999: 320-21).

Section 27, T2N, R3E

The General Land Office (GLO) published its survey for this township in June 1869. The GLO map showed no development in Section 27. Sometime before 1870, however, Clement Lovett settled on land encompassing the future site of the Nixon Bridge. Born in Maryland in 1830, he arrived in Montana after October 1864. It was not until the late 1870s that Lovett formally filed a homestead claim to the land he'd been living on since the late 1860s. He obtained title to 160 acres under the 1862 Homestead Act in June 1882. Lovett remained on the land until about 1903, when he sold it and moved to West Virginia. He died there in June 1905. The Northern Pacific Railway Company claimed the remaining 480 acres in the section under the auspices of the 1864 congressional land grant (GLO Records; 1864 Voter Poll List; "Agricultural Patents," *The Helena Weekly Herald*, August 8, 1872).

THE SITE

1. NIXON BRIDGE (24GA0393)

Address: Milepost 2.2 on Nixon Gulch Road

Description: The Nixon Bridge crosses the Gallatin River at Nixon Gulch on Nixon Gulch Road about two miles north of Manhattan. Nixon Gulch is named for local rancher and farmer James Nixon who came to the area in 1868. Gallatin County hired contractor Alvin Mougey to reconstruct a bridge a bridge at this site in March 1923. It replaced an earlier structure that had been condemned by the county (*Progressive Men* 1902: 777-778).

The Nixon Bridge is a single-span steel pin-connected Pratt through truss structure. It is 150 ft. in length and 16 ft. wide with a roadway width of 15 ft. The bridge's foundation consists of solid reinforced concrete abutments with tapered wing walls. The lower chords and hip verticals of the superstructure are forged steel eyebars. The upper chords are continuous steel plates riveted atop two channel sections with batten plates riveted to the bottom flanges. The verticals are laced channel sections and the diagonals are either eyebars or eyebars with turnbuckles. The top struts are laced angle sections with angle section braces at the verticals. The top lateral braces are angle sections. The portal braces are latticed angle sections. The floor beams are variable in section and consist of four angle sections riveted to a steel plate and connected to the superstructure by U-bolts. The timber deck is supported by eight lines of steel I-beam stringers with angle section bottom lateral braces. The deck is flanked by recent steel W-beam guardrails mounted on vertical steel I-beams bolted to the outside stringers.

Historical Information: The original Nixon Bridge was a combination timber and iron Howe through truss built in 1920 by private subscriptions. The bridge replaced an even earlier bridge built by James Nixon and Tim Barton. They built a bridge across the Gallatin River about a mile southeast of the existing Nixon Bridge in 1879. It carried freight and other traffic over the river on the old road between Gallatin City and the East Gallatin River (Bates 1994: 11; General Land Office Records).

In early February 1923, the Gallatin County commissioners condemned the old Howe truss structure and barricaded it to prevent further use. Within days of its closure, a local resident named Sam Kelly complained to the commissioners that he was unable to drive his children to school because the bridge was closed. The commissioners, perhaps sarcastically, suggested he ford the river instead. The commissioners had consulted with Montana Highway Department's Chief Engineer, Howard Holmes, about the condemnation. The county was likely looking for funds to replace the structure. The bridge, however, was not located on the Federal Aid highway system and was ineligible for federal funds for replacement. Building a new bridge would have placed a large financial burden on the county. Montana was then in the throes of an economic depression complicated by drought. Gallatin County, like most of the state, suffered through a significantly diminished tax base that made infrastructure projects, like bridge replacements, difficult to fund. Consequently, it was unclear to many county residents if the commissioners

would be able to replace the bridge (County Commissioner Journals, book 14, p. 489; Malone, et al. 1992: 281, 283; Axline 2015: 68-69).

Although the highway department couldn't replace the bridge with federal funds, there was a possible solution. Gallatin County had removed and disassembled the two-span steel pin-connected Pratt through truss bridge at Central Park about seven miles southeast of the Nixon crossing. Since then, the dismantled bridge had been stored at the county yard in Bozeman. The County Surveyor had numbered the metal components with white paint and prepared plans on how to reassemble the old bridge. The 150-foot span from the Central Park bridge would suit the Nixon crossing (County Commissioner Journals, book 14, p. 546).

On June 3, 1891, the Gallatin County commissioners awarded a project to A. Y. Bayne, acting as agent of the Minneapolis-based Gillette-Herzog Manufacturing Company, to build the Central Park bridge. Central Park was midway between Belgrade and Manhattan and the site of a cheese factory and creamery. The bridge was on the road between Three Forks and Bozeman. Completed in October 1891 for $5,193, the bridge had chronic problems with the erosion on the river banks and undercutting of the abutments. The problems became so burdensome to the county by 1921 that it decided to replace the structure. Located on the Yellowstone Trail, a Federal Aid highway, the project was eligible for federal funds (Quivik 1982: 40; County Commission Journals, book 14: 369, 433, 546; State Highway Commission 1928: 27; Smith 1996: 77, Bates 1994: 26).

The county commissioners advertised for bids on March 4, 1923 to place a reconstructed span of the old Central Park bridge at the Nixon crossing. The county would deliver the bridge components to the construction site along with timber for the deck. The county would also replace or repair any metal parts that were in poor condition. The contractor would be responsible for repairing the abutments, reconstructing bridge, and removing the Howe truss (County Commissioner Journals 14, p. 489; Gallatin County Road and Bridge Department, Bridge #7 (file)).

On March 19, 1923, the commissioners awarded the contract to the Bozeman-based contractor Alvin Mougey for his low bid of $1,824.50. A long-time Bozeman contractor, Mougey was one of six companies that bid on the project. The Standard Bridge Company of Nebraska submitted the high bid of $2,355.15. After meeting with the commissioners, Mougey began work on the project. He completed the project later that year (County Commissioners Journals, book 14, p. 433).

Integrity: The bridge retains a high degree of integrity. Although moved from its original location at Central Park, it has been at its existing site since 1923. The bridge retains all of the structural components that define it as a pin-connected Pratt through truss bridge, including the pin connections, trusses, and support structures. The setting of the property is largely intact as its function as a county bridge on a county-maintained road.

Historical and/or Architectural Significance: The Nixon Bridge was originally inventoried by Gray Fitzsimmons in September 1979 and determined eligible for the National Register of Historic Places by the Montana Department of Transportation on May 7, 1985. The bridge still

retains considerable structural integrity and has not significantly deteriorated since the original determination. The Nixon Bridge is eligible for the National Register under Criterion C.

Summary

A cultural resource survey of the survey area was conducted by the author on June 24, 2018. One historic property was identified and recorded within the survey area: the Nixon Bridge (24GA0393). The property was previously determined eligible for the National Register of Historic Places in May 1985.

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APPENDIX

NIXON BRIDGE
CULTURAL RESOURCES INVENTORY REPORT

Site Form
Nixon Bridge (24GA0393)

GALLATIN RIVER BRIDGE **24GA0393**
(Nixon Bridge)
Spanning the Gallatin River at Milepost 2.2
On Nixon Gulch Road
Manhattan Vicinity
Gallatin County, Montana

HISTORIC AMERICAN ENGINEERING RECORD
Rocky Mountain System Support Office
National Park Service
P.O. Box 25287
Denver, Colorado 80225-0287

MONTANA HISTORIC PROPERTY RECORD

For the Montana National Register of Historic Places Program and State Antiquities Database

Montana State Historic Preservation Office
Montana Historical Society
PO Box 201202, 1410 8th Ave
Helena, MT 59620-1202

Property Address: **Milepost 2.2 on Nixon Gulch Road** Historic Address (if applicable): City/Town: **2 Miles North of Manhattan**	Site Number: **24 GA 0393** (An historic district number may also apply.) County: **Gallatin**
Historic Name: **Nixon Bridge** Original Owner(s): **Gallatin County** Current Ownership ☐ Private ☒ Public	Legal Location PM: **Montana** Township: **2N** Range: **3E** **NW¼ SW¼ SE¼** of Section: **27**

MONTANA HISTORIC PROPERTY RECORD

Property Name: **Nixon Bridge** Site Number: **24 GA 0393**

ARCHITECTURAL DESCRIPTION ☐ See Additional Information Page

Architectural Style: **N/A** If Other, specify:
Property Type: **Transportation** Specific Property Type: **Through truss bridge**

Architect: **N/A** Architectural Firm/City/State:
Builder/Contractor: **A. Y. Bayne/Gillette-Herzog Manufacturing Company** Company/City/State: **Minneapolis, MN**
Source of Information: **County Commissioner Journals**

Concisely, accurately, and completely describe the property and alterations with dates. Number the buildings and features to correlate with the Site Map.

The Nixon Bridge crosses the Gallatin River at Nixon Gulch on Nixon Gulch Road about two miles north of Manhattan. Nixon Gulch is named for local rancher and farmer James Nixon who came to the area in 1868. Gallatin County hired contractor Alvin Mougey to reconstruct a bridge a bridge at this site in March 1923. It replaced an earlier structure that had been condemned by the county (Progressive Men 1902: 777-778).

MONTANA HISTORIC PROPERTY RECORD

Property Name: **Nixon Bridge** Site Number: **24 GA 0393**

HISTORY OF PROPERTY ☒ See Additional Information Page

The original Nixon Bridge was a combination timber and iron Howe through truss built in 1920 by private subscriptions. The bridge replaced an even earlier bridge built by James Nixon and Tim Barton. They built a bridge across the Gallatin River about a mile southeast of the existing Nixon Bridge in 1879. It carried freight and other traffic over the river on the old road between Gallatin City and the East Gallatin River (Bates 1994: 11; General Land Office Records).

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MONTANA HISTORIC PROPERTY RECORD

Property Name: **Nixon Bridge** Site Number: **24GA0393**

NATIONAL REGISTER OF HISTORIC PLACES

NRHP Listing Date:
NRHP Eligibility: ☒ Yes ☐ No ☒ Individually ☐ Contributing to Historic District ☐ Noncontributing to Historic District
NRHP Criteria: ☐ A ☐ B ☒ C ☐ D
Area of Significance: Period of Significance:

STATEMENT OF SIGNIFICANCE ☐ See Additional Information Page

The Nixon Bridge was originally inventoried by Gray Fitzsimons in September 1979 and determined eligible for the National Register of Historic Places by the Montana Department of Transportation on May 7, 1985. The bridge still retains considerable structural integrity and has not significantly deteriorated since the original determination. The Nixon Bridge is eligible for the National Register under Criterion C.

MONTANA HISTORIC PROPERTY RECORD

ADDITIONAL INFORMATION PAGE

Property Name: **Nixon Bridge** Site Number: **24 GA 0393**

HISTORY OF PROPERTY (cont.)

On June 3, 1891, the Gallatin County commissioners awarded a project to A. Y. Bayne, acting as agent of the Minneapolis-based Gillette-Herzog Manufacturing Company, to build the Central Park bridge. Central Park was midway between Belgrade and Manhattan and the site of a cheese factory and creamery. The bridge was on the road between Three Forks and Bozeman. Completed in October 1891 for $5,193, the bridge had chronic problems with the erosion on the river banks and undercutting of the abutments. The problems became so burdensome to the county by 1921 that it decided to replace the structure. Located on the Yellowstone Trail, a Federal Aid highway, the project was eligible for federal funds (Quivik 1982: 40; County Commission Journals, book 14: 369, 433, 546; State Highway Commission 1928: 27; Smith 1996: 77, Bates 1994: 26).

The county commissioners advertised for bids on March 4, 1923 to place a reconstructed span of the old Central Park bridge at the Nixon crossing. The county would deliver the bridge components to the construction site along with timber for the deck. The county would also replace or repair any metal parts that were in poor condition. The contractor would be responsible for repairing the abutments, reconstructing bridge, and removing the Howe truss (County Commissioner Journals 14, p. 485; Gallatin County Road and Bridge Department, Bridge #7 (file)).

MONTANA HISTORIC PROPERTY RECORD

PHOTOGRAPHS

Property Name: **Nixon Bridge** Site Number: **24 GA 0393**

MONTANA HISTORIC PROPERTY RECORD

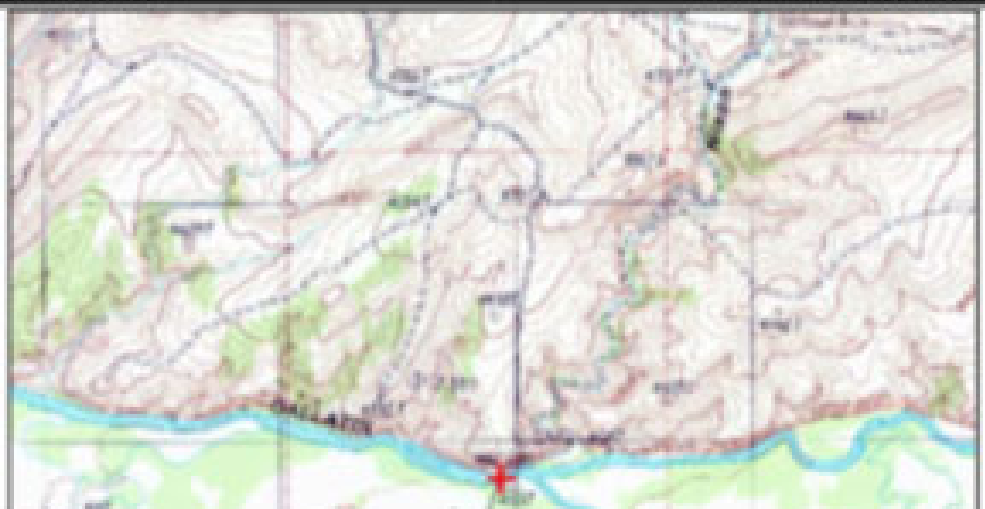
SITE MAP

Property Name: **Nixon Bridge** Site Number: **24 GA 0393**

MONTANA HISTORIC PROPERTY RECORD

TOPOGRAPHIC MAP

Property Name: **Nixon Bridge** Site Number: **24GA0393**



APPENDIX G
Montana State Historic Preservation Office (SHPO) Letter of Response

Kathy Thompson

From: Murdo, Damon <dmurdo@mt.gov>
Sent: Sunday, March 06, 2016 9:24 AM
To: Kathy Thompson
Subject: GALLATIN COUNTY TSEP BRIDGE APPLICATION (2 MILES NE MANHATTAN)
Attachments: 2016030413.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Big Sky. Big Land. Big History.
Montana
Historical Society

March 6, 2016

Kathy Thompson
Stahly Engineering
851 Bridger Drive, Suite 1
Bozeman MT 59715

RE: GALLATIN COUNTY TSEP BRIDGE APPLICATION (2 MILES NE MANHATTAN).
SHPO Project #: 2016030413

Dear Kathy:

I have conducted a cultural resource file search for the above-cited project located in Section 27, T2N R3E. According to our records there has been one previously recorded site within the designated search locale. Site 24GA0393 is the historic Nixon Bridge. The absence of more cultural properties in the area does not mean that they do not exist but rather may reflect the absence of any previous cultural resource inventory in the area, as our records indicated none.

It is SHPO's position that any structure over fifty years of age is considered historic and is potentially eligible for listing on the National Register of Historic Places. Site 24GA0393 is the historic bridge over the Gallatin River. This structures eligibility was sent to the Keeper of the National Register in 1985 for a formal determination of eligibility. Since it will be replaced as part of this project we would ask that a determination of eligibility be made with our office, prior to any disturbance.

If you have any further questions or comments you may contact me at (406) 444-7767 or by e-mail at dmurdo@mt.gov. I have attached an invoice for the file search. Thank you for consulting with us.

Sincerely,

Damon Murdo
Cultural Records Manager
State Historic Preservation Office

File: MT/COMMERCE/2016